(e) by when such a project is likely to be finalized?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPAD YESSO NAIK): (a) No, Sir. There is no such proposal under consideration in the Ministry of Civil Aviation.

(b) to (e) Do not arise.

N.K. Singh Committee Report on FDI in Civil Aviation Sector

1947. SHRI SATISH PRADHAN: Will the Minister of CIVIL AVIATION
be pleased to state:

(a) whether Government are considering the N.K. Singh Committee report on raising the Foreign Direct Investment limit to 49 per cent in civil aviation;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPAD YESSO NAIK): (a) and (b) Yes, Sir. The Steering Committee on Foreign Direct Investment (FDI), which was constituted by the Planning Commission, has recommended enhancement of FDI limit in domestic airlines sector from 40% to 49%.

(c) Does not arise.

Landing of Sahara Aircraft on wrong taxi track

1948. SHRI RAMACHANDRA KHUNTIA: Will the Minister of CIVIL
AVIATION be pleased to state:

(a) whether Government's attention has been drawn to the news appearing in the Hindu, Delhi dated the 27th September, 2002 captioned "Private airlines on the wrong track";

(b) if so, the reasons for keeping the apex regulatory body in dark about August 10 incident involving an Air Sahara Boeing 737 on wrong taxi track; and

(c) the steps taken by Government to check such incidents involving private airlines especially Sahara and Jet Airways in future?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPADYESSO NAIK): (a) Yes, Sir.

(b) and (c) M/s. Air Sahara had informed the Directorate General of Civil Aviation (DGCA) about the incident of its Boeing 737 aircraft at Bangalore on 10th of August, 2002. Whenever such incidents are reported, they are investigated and appropriate corrective measures initiated based on investigation and findings. Normally, whenever *prima-facie* evidence reveals any serious error on the part of pilots, even when the incident is under investigation, the pilots are put off roster from flying till finalisation of investigation.

Radars at IGI Airport, Delhi

1949. SHRI R.R GOENKA: Will the Minister of CIVIL AVIATION be
pleased to state:

(a) whether it is a fact that recently three out of seven radar display screens, which monitor the movement and safety of aircrafts over an air space of 300-350 nautical miles have gone out of order at the Air Traffic Control Section of the Indira Gandhi International Airport and the necessary spare equipment have not been procured so far;

(b) whether it is also a fact that a poor substitute, the portable television sets which can monitor only up to about 25-30 nautical miles are being used; and

(c) if so, the steps taken to replace the radar screens and also to meet emergencies?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPADYESSO NAIK): (a) to (c) No, Sir. All operational positions in AirTraffic Control have serviceable radar display for control of air traffic over Indira Gandhi International Airport, New Delhi.

Share of Al in passenger traffic

1950. SHRI PREM CHAND GUPTA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government are concerned at the fall in the share of Air India passenger traffic as several carriers have captured its large share due to lack of competitiveness;